DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A2SW
Revision 13
ISRAEL AIRCRAFT
1121
1121A
1121B
1123
1124
1124A

April 17, 1980

TYPE CERTIFICATE DATA SHEET NO. A2SW

This data sheet which is a part of type certificate No. A2SW prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder (See NOTE 10): Israel Aircraft Industries Ltd.
Ben Gurion International Airport
Israel

I - Model 1121 (Transport Aircraft) Approved November 4, 1964 (See Notes No. 5, 6, 7, and 12).

Engines

1. 2 General Electric Model CJ610-1 Turbojet Engines. Letter "A" must follow engine serial number on engine name plate.
2. 2 General Electric Model CJ610-5 Turbojet Engines. Letter "A" must follow engine serial number on engine name plate. (See Note 12).

Fuel

Commercial Aircraft Turbine Fuel per G.E. SAED Specification D50TF2, Class A, and Aero Commander Service Letter J-1000. Aviation gasoline (lowest octane available) permissible as emergency fuel when used per FAA approved Airplane Flight Manual limitations.

Fuel controller

2 General Electric Model MFC-2 (Ref. Note 14, FAA TCDS 1E16)

Engine limits

		CJ610-1	CJ610-5
Static Thrust Standard Day, Sea Level			
Takeoff (5 min.)		2,850 lbs.	2,950 lbs.
Maximum Continuous		2,700 lbs.	2,780 lbs.
Maximum Permissible Engine Rotor Operating Speed:			
Takeoff	101.2%	16,700 r.p.m.	16,700 r.p.m.
Maximum continuous	100%	16,500 r.p.m.	16,500 r.p.m.
Maximum Permissible Temperature			
1. Exhaust Gas			
Takeoff		705°C	716°C
Maximum continuous		676°C	702°C
2. Oil Inlet			
Continuous Operation		185°C	185°C
Transient condition		193°C	193°C
		185°C not to be exceeded for more than 3 minutes.	

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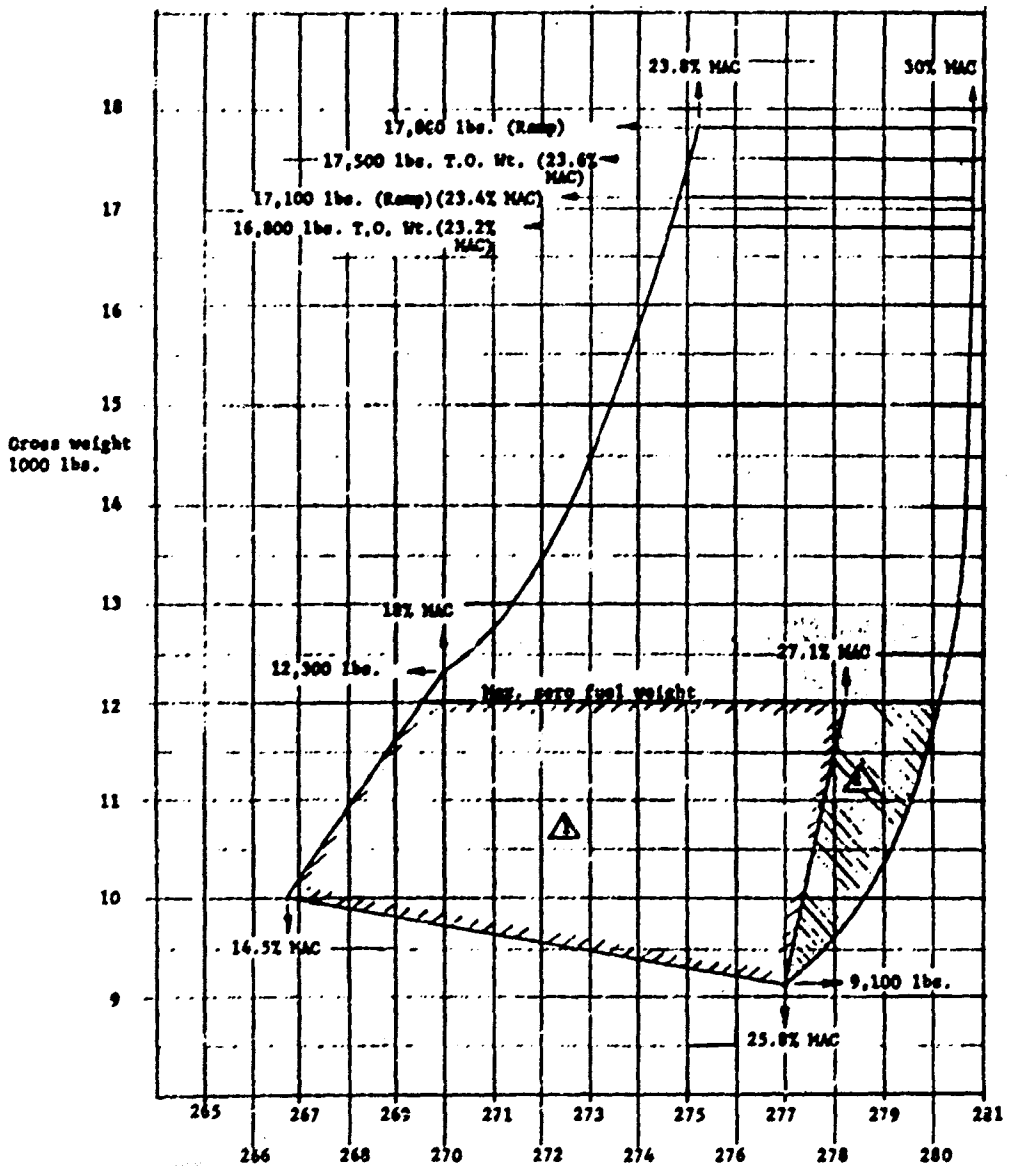
I - Model 1121 (cont'd)

Engine limits (cont'd)	Maximum Bleed & Power Extraction	See Aero - Commander Report No. APP 60-080	See General Electric CJ610 Installation Manual SEI-126A, Section A, Figures A-3 through A-6.
Airspeed limits	Vmo (Maximum Operating) sea level to 19,400 feet		360 knots (CAS)
	Mmo 19,400 feet to 40,000 feet		.765
	Va (Maneuvering)		
	12,000 lbs. gross weight		208 knots (CAS)
	14,000 lbs. gross weight		228 knots (CAS)
	16,000 lbs. gross weight		248 knots (CAS)
	16,800 lbs. gross weight		255 knots (CAS)
	17,500 lbs. gross weight (see NOTE 5)		261 knots (CAS)
	(Straight line variation between points given)		
	Vfe (Flaps Speed)		160 knots (CAS)
	(Do not extend or operate above 20,000 feet)		
	Vle and Vlo (Landing gear extended and operating speeds)		180 knots (CAS)
	(Do not extend or operate above 20,000 feet)		
	Vmca NOTE: For this airplane, the air minimum control speed is not greater than stall speed at the minimum takeoff gross weight scheduled in the Airplane Flight Manual.		
	Tire Limit Speed a. 140 knots (161 m.p.h.) (Ground)		
	*b. 163 knots (187 m.p.h.) (Ground)		
	*200 m.p.h. must be embossed on all aircraft tires.		

C.G. range

Gear extension and retraction moment negligible.
See Note No. 5 for 17,500 pound gross weight



Datum

Fuselage Station 0. - 365.0 inches forward of engine inlet leading edge.

MAC

91.0 inches - leading edge of MAC - Fuselage Station 253.56.

Leveling means

Longitudinally - Top of fuselage on centerline between cabin door and wing leading edge.
Laterally - Across floor beams inside cabin door.

Maximum weights

Takeoff weight	16,800 lbs.
See Note 5 for	17,500 takeoff weight
Landing weight	16,000 lbs.
Ramp gross weight	17,100 lbs.
Maximum zero fuel weight	12,000 lbs.

I - Model 1121 (cont'd)

Minimum crew: Two (Pilot and Co-pilot)

Maximum passengers: Eight

Maximum baggage: 400 lbs.

Fuel capacity: Usable fuel capacity (See Note 7)

Right Tank	463 gallons
Left Tank	463 gallons
Total	926 gallons

Oil capacity: 4 quarts per engine
(See note 1 for unusable oil)

Serial Numbers eligible: 3 thru 120, excluding S/N 107.

Maximum operating altitude: 40,000 feet (with aviation gasoline maximum altitude 20,000 feet)
(See Note 6)

Other operating limitations: Aircraft shall be operated in accordance with the operating limitations specified in the FAA approved Airplane Flight Manual.

Control surface movements:

Surface	Travel		Tolerance
Aileron	Up	12°30'	± 30'
	Down	12°30'	
Aileron Tab	Up	13°	+ 2° - 1°
	Down	15°	± 2°
Rudder	Left	22°	± 30'
	Right	22°	
Rudder Tab	Left	11°30'	+ 2°
	Right	11°30'	- 1° (*)
Elevator	Up	21°	± 30'
	Down	12°	
Horizontal Tail	Up	1°42'	± 10'
	Down	3°00'	
Flaps	Down	60°	± 2°30'
Speed Brakes		45°	± 2°

(*) Rudder in neutral

Certification basis: 4b effective December 31, 1953, including amendments through 4b-11 effective October 1, 1959.
4b amendment 12 effective May 3, 1962, paragraphs as follows:
4b.132(e), 4b.151(a), 4b.155, 4b.156, 4b.157, 4b.158, 4b.160, 4b.162, 4b.191, 4b.210(b)(5), 4b.603(k), 4b.711 and paragraphs pertaining to engine fire shielding.

SR422b effective July 9, 1959.
SR450a effective August 31, 1962.
Special Conditions specified in FAA letters dated December 13, 1963, and June 2, 1964, and exemption 344 and 660.
Application for Type Certificate August 11, 1961.
Type Certificate issued November 4, 1964. (Reissued to Israel Aircraft Industries, Ltd. 19 July 1969).

Production basis: Production Certificate No. 203. (See NOTE 11)

Required equipment: The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. See Aero Commander Report EG10-184 Equipment List for Model 1121 with G.E. CJ6710-1 Engines installed.
(See Note 12 for CJ6710-5 Engine Installation Equipment List.)

Service information	Aero Commander 1121 Maintenance Manual, Service Bulletins and other service information when FAA approved will carry a statement to that effect.

II - Model 1121A (Transport Aircraft) Approved September 19, 1967 (See Notes 7 and 13).

Engines: 2 General Electric Model CJ610-1 Turbojet Engines. Letter "A" must follow engine serial number on engine name plate.

Fuel: Commercial Aircraft Turbine Fuel per G.E. SAED Specification D50TF2 and Aero Commander Service Letter J-1000. Aviation gasoline (lowest octane available) permissible as emergency fuel when used per FAA approved Airplane Flight Manual limitations.

Fuel controller: 2 General Electric Model MFC-2 (Ref. Note 14, FAA TCDS 1E16)

Engine limits:

Static Thrust Standard Day, Sea Level

Takeoff (5 min.)	2,850 lbs.
Maximum Continuous	2,700 lbs.

Maximum Permissible Engine Rotor Operating Speed:

Takeoff	101.2%	16,700 r.p.m.
Maximum continuous	100%	16,500 r.p.m.

Maximum Permissible Temperature

1. Exhaust Gas Takeoff		705°C
Maximum continuous		676°C
2. Oil Inlet Continuous Operation		185°C
Transient condition		193°C; 185°C not to be exceeded for more than 3 minutes

Maximum Bleed & Power Extraction

See Aero Commander Report No. APP60-080.

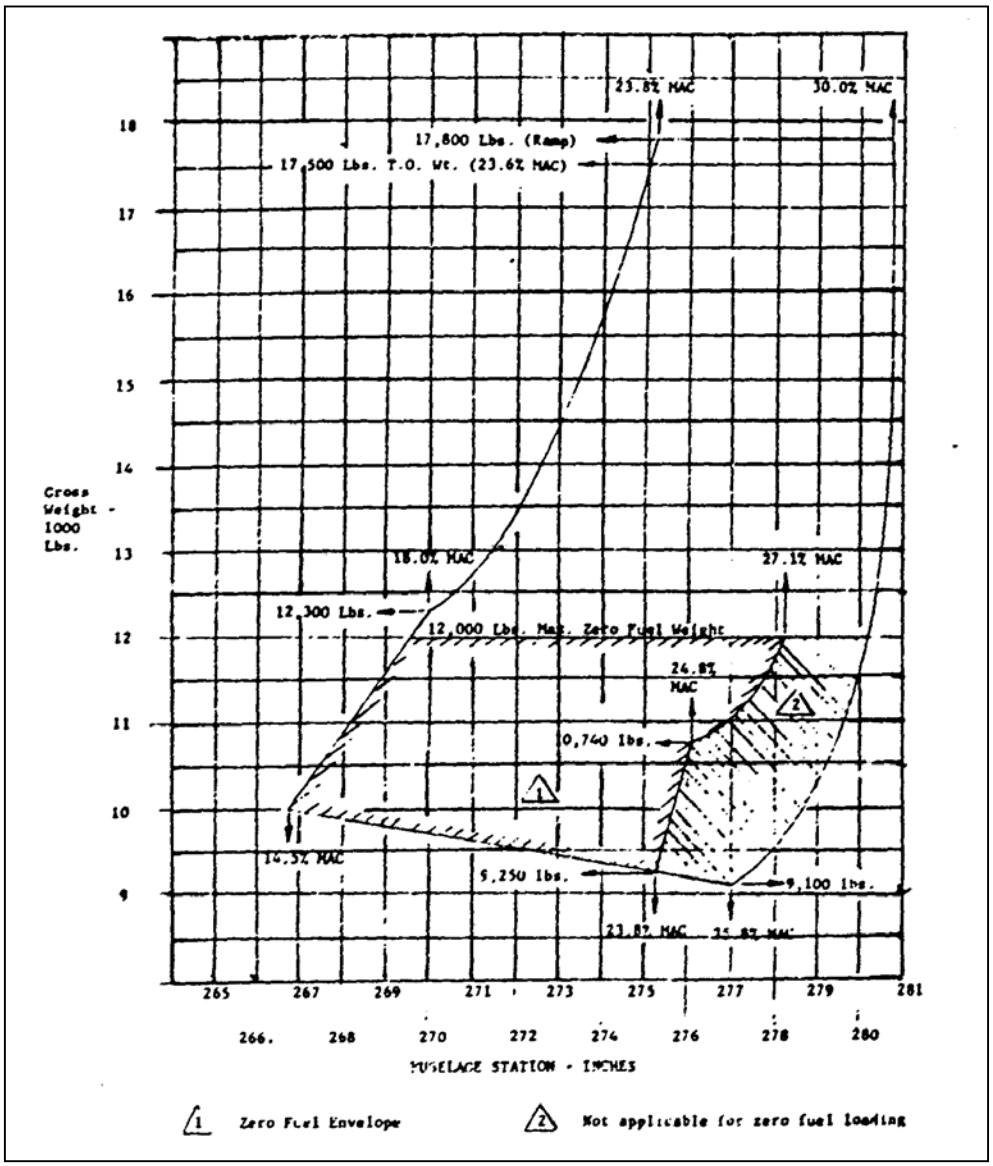
Airspeed limits:

Vmo (Maximum Operating) sea level to 19,400 feet	360 knots (CAS)
Mmo 19,400 feet to 45,000 feet	.765
Va (Maneuvering)	
12,000 lbs. gross weight	208 knots (CAS)
14,000 lbs. gross weight	228 knots (CAS)
16,000 lbs. gross weight	248 knots (CAS)
16,800 lbs. gross weight	255 knots (CAS)
17,500 lbs. gross weight (see NOTE 5)	261 knots (CAS)
(Straight line variation between points given)	
Vfe (Flaps Speed)	160 knots (CAS)
(Do not extend or operate above 20,000 feet)	
Vle and Vlo (Landing gear extended and operating speeds)	180 knots (CAS)
(Do not extend or operate above 20,000 feet)	

Vmca NOTE: For this airplane, the air minimum control speed is not greater than stall speed at the minimum takeoff gross weight scheduled in the Airplane Flight Manual.

Tire Limit Speed
a. 140 knots (161 m.p.h.) (Ground)
*b. 163 knots (187 m.p.h.) (Ground)
*200 m.p.h. must be embossed on all aircraft tires.

C.G. range — Gear extension and retraction moment negligible.



Datum — Fuselage Station 0. - 365.0 inches forward of engine inlet leading edge.

MAC — 91.0 inches - leading edge of MAC - Fuselage Station 253.56.

II - Model 1121A (cont'd)

Leveling means

Longitudinally - Top of fuselage on centerline between cabin door and wing leading edge.
Laterally - Across floor beams inside cabin door.

Maximum weights

Takeoff weight	17,500 lbs.
Landing weight	16,000 lbs.
Ramp gross weight	17,800 lbs.
Maximum zero fuel weight	12,000 lbs.

Minimum crew

Two (Pilot and Co-pilot)

Maximum passengers

Eight

Maximum baggage

400 lbs.

Fuel capacity

Right Tank	545 gallons
Left Tank	545 gallons
Total	1,090 gallons

Oil capacity

4 quarts per engine
(See note 1 for unusable oil)

Serial Numbers eligible

121 thru 131 (See Note 7 for conversion of Model 1121 airplanes).

Maximum operating altitude

45,000 ft. (Crew only) - 41,000 ft. (Passengers). With aviation gas maximum is 18,500 feet.

Other operating limitations

Aircraft shall be operated in accordance with the operating limitations specified in the FAA approved Airplane Flight Manual.

Control surface movements

Surface	Travel		Tolerance
Aileron	Up	12°30'	± 30'
	Down	12°30'	
Aileron Trim Tab	Up	13°	+ 2°
			- 1°
	Down	15°	± 2°
Aileron Servo Tab	Tabup	28°	± 3°
	Tab down	26°	± 3°
Rudder	Left	22°	± 30'
	Right	22°	
Rudder Tab	Left	11°30'	+ 2°
	Right	11°30'	- 1° (*)
Elevator	Up	21°	± 30'
	Down	12°	
Horizontal Tail	Up	1°42'	± 10'
	Down	3°00'	
Flaps	Down	60°	± 2°30'
Speed Brakes		45°	± 2°

(*) Rudder in neutral

Certification basis

4b effective December 31, 1953, including amendments through 4b-11 effective October 1, 1959.

4b amendment 12 effective May 3, 1962, paragraphs as follows:
4b.132(e), 4b.151(a), 4b.155, 4b.156, 4b.157, 4b.158, 4b.160, 4b.162, 4b.191, 4b.210(b)(5), 4b.603(k), 4b.711 and paragraphs pertaining to engine fire shielding.

SR422b effective July 9, 1959.

II - Model 1121A (cont'd)

Certification basis (cont'd)	SR450a effective August 31, 1962. Special Conditions specified in FAA letters dated December 13, 1963, and June 2, 1964, and exemption 344 and 660. Application for Type Certificate August 11, 1961. Type Certificate issued November 4, 1964, and amended September 19, 1967, for the Model 1121A. (Reissued to Israel Aircraft Industries, Ltd., 19 July 1969).
Production basis	Production Certificate No. 203. (See NOTE 11)
Required equipment	The basic required equipment as prescribed in the applicable airworthiness regulation (see Certification Basis) must be installed in the aircraft for certification. See Aero Commander Report EG10- 273, Equipment List for Model 1121A.
Service information	Aero Commander 1121 Maintenance Manual, Service Bulletins and other service information when FAA approved will carry a statement to that effect.

III - Model 1121B (Transport Aircraft) Approved April 23, 1968 (See Note 13).

Engines	2 General Electric Model CJ610-5 turbojet engines. Letter "A" must follow engine serial number on engine name plate.
Fuel	Commercial Aircraft Turbine Fuel per G.E. SAED Specification D50TF2 and Aero Commander Service Letter J-1000. Aviation gasoline (lowest octane available) permissible as emergency fuel when used per FAA approved Airplane Flight Manual limitations.
Fuel controller	2 General Electric Model MFC-2 (Ref. Note 14, FAA TCDS. 1E16)
Engine limits	Static Thrust Standard Day, Sea Level Takeoff (5 min.) 2,950 lbs. Maximum Continuous 2,780 lbs. Maximum Permissible Engine Rotor Operating Speed: Takeoff 101.2% 16,700 r.p.m. Maximum continuous 100% 16,500 r.p.m. Maximum Permissible Temperature 1. Exhaust Gas Takeoff 716°C Maximum continuous 702°C 2. Oil Inlet Continuous Operation 185°C Transient condition 193°C; 185°C not to be exceeded for more than 3 minutes Maximum Bleed & Power Extraction See General Electric CJ-610 Installation Manual SEI-126A, Section A, Figures A-3 through A-6.
Airspeed limits	Vmo (Maximum Operating) sea level to 19,400 feet 360 knots (CAS) Mmo 19,400 feet to 45,000 feet .765 Va (Maneuvering) 12,000 lbs. gross weight 208 knots (CAS) 14,000 lbs. gross weight 228 knots (CAS) 16,000 lbs. gross weight 248 knots (CAS) 16,800 lbs. gross weight 255 knots (CAS) 17,500 lbs. gross weight (see NOTE 5) 261 knots (CAS) (Straight line variation between points given) Vfe (Flaps Speed) 160 knots (CAS) (Do not extend or operate above 20,000 feet) Vle and Vlo (Landing gear extended and operating speeds) 180 knots (CAS) (Do not extend or operate above 20,000 feet)

III - Model 1121B (cont'd)

Airspeed limits (cont'd)

Vmca NOTE: For this airplane, the air minimum control speed is not greater than stall speed at the minimum takeoff gross weight scheduled in the Airplane Flight Manual.

Tire Limit Speed
a. 140 knots (161 m.p.h.) (Ground)
*b. 163 knots (187 m.p.h.) (Ground)
*200 m.p.h. must be embossed on all aircraft tires.

C.G. range

Same as 1121A. See page 5.

Datum

Fuselage Station 0. - 365.0 inches forward of engine inlet leading edge.

MAC

91.0 inches - leading edge of MAC - Fuselage Station 253.56.

Leveling means

Longitudinally - Top of fuselage on centerline between cabin door and wing leading edge.
Laterally - Across floor beams inside cabin door.

Maximum weights

Takeoff weight	17,500 lbs.
Landing weight	16,000 lbs.
Ramp gross weight	17,800 lbs.
Maximum zero fuel weight	12,000 lbs.

Minimum crew

2 (pilot and copilot)

Maximum passengers

Eight

Maximum baggage

400 lbs.

Fuel capacity

Right Tank	545 gallons
Left Tank	545 gallons
Total	1,090 gallons

Oil capacity

4 quarts per engine (See note 1 for unusable oil.)

Serial Numbers eligible

132 thru 150 (See Note 13 for conversion of Model 1121A airplane).

Maximum operating altitude

45,000 ft. (Crew only) - 41,000 ft. (Passengers). With aviation gas maximum is 18,500 ft.

Other operating limitations

Aircraft shall be operated in accordance with the operating limitations specified in the FAA approved Airplane Flight Manual.

Control surface movements

Surface	Travel		Tolerance
Aileron	Up	12°30'	± 30'
	Down	12°30'	
Aileron Trim Tab	Up	13°	+ 2°
			- 1°
	Down	15°	± 2°
Aileron Servo Tab	Tab up	28°	± 3°
	Tab down	26°	± 3°
Rudder	Left	22°	± 30'
	Right	22°	
Rudder Tab	Left	11°30'	+ 2°
	Right	11°30'	- 1° (*)
Elevator	Up	21°	± 30'
	Down	12°	
Horizontal Tail	Up	1°42'	± 10'
	Down	3°00'	
Flaps	Down	60°	± 2°30'
Speed Brakes		45°	± 2°

(*) Rudder in neutral

III - Model 1121B (cont'd)

Certification basis	4b effective December 31, 1953, including amendments through 4b-11 effective October 1, 1959. 4b amendment 12 effective May 3, 1962, paragraphs as follows: 4b.132(e), 4b.151(a), 4b.155, 4b.156, 4b.157, 4b.158, 4b.160, 4b.162, 4b.191, 4b.210(b)(5), 4b.603(k), 4b.711 and paragraphs pertaining to engine fire shielding. SR422b effective July 9, 1959. SR450a effective August 31, 1962. Special Conditions specified in FAA letters dated December 13, 1963, and June 2, 1964, and exemption 344 and 660. Application for Type Certificate August 11, 1961. Type Certificate issued November 4, 1964, and amended April 23, 1968. (Reissued to Israel Aircraft Industries, Ltd., 19 July 1969).
Production basis	Production Certificate No. 203. (See NOTE 11)
Required equipment	The basic required equipment as prescribed in the applicable airworthiness regulation (see Certification Basis) must be installed in the aircraft for certification. See Aero Commander Report EG10- 274, Equipment List for Model 1121B. (This Equipment List is also applicable to modified 1121B aircraft. See NOTE 13).
Service information	Aero Commander 1121 Maintenance Manual, Service Bulletins and other service information when FAA approved will carry a statement to that effect.

IV - Model 1122 (DELETED) - Type Certificate was cancelled

(See NOTE 14)

V - Model 1123 (Transport Category) Approved 8 December 1971

The Model 1123 differs from previous models principally as follows:

Increased takeoff, landing, and zero-fuel weights
Increased fuselage length
Increased engine thrust
Increased fuel capacity via tip tanks
High-lift wing with double-slotted flaps and drooped leading edge
Increased span and travel of horizontal tail
Different versions of Baggage Compartments and/or
Quickly Convertible (Q.C.) Passenger/Cargo Cabin.

Engines	2 General Electric Model CJ610-9 Turbojet Engines. Letter "A" must follow engine serial number on engine nameplate. (Ref. NOTE 14, FAA TCDS 1E16).
Auxiliary power unit	Microturbo SAPHIR III Model SAPHIR III Gas Turbine Auxiliary Power Unit approved by the FAA as meeting the performance standards of TSO C-77 for Category II Class C APU's for ground use only. Installed on Model 1123 aircraft in accordance with Israel Aircraft Industries Ltd. Drawing 5603501.
Fuel	Conforming to General Electric Specification D50TF2, current revision, Class A, and supplement No. 2 of I.A.I. Flight Manual (Approved by Israel CAA). Anti-icing additive per NOTE 4. Aviation gasoline (lowest octane available) permissible as emergency fuel when used per CAA approved Airplane Flight Manual limitations.

V - Model 1123 (cont'd)

Fuel controller

2 General Electric Model MFC-2, incorporating P/N 6002T64 per NOTE 14 of FAA TCDS 1E16.

Engine limits

Static Thrust Standard Day, Sea Level

Takeoff (5 min.)	3,100 lbs.
Maximum Continuous	2,925 lbs.

Maximum Permissible Engine Rotor Operating Speed:

Takeoff	(101.2%)	16,700 r.p.m.
Maximum continuous	(100%)	16,500 r.p.m.

Maximum Permissible Temperatures:

1. Exhaust Gas Temperature

Takeoff	746°C
Maximum continuous	729°C

2. Oil Temperature (in reservoir)

Continuous Operation	185°C
Transient condition	193°C; 185°C not to be exceeded for more than 3 minutes
Starting	-40°C min.

Maximum Bleed and Power Extraction:

Bleed - See G.E. CJ610 Installation Manual SEI-126A

Power - See I.A.I. 1123 AFM.

A.P.U. limits

Maximum RPM: (108%)	55,000 r.p.m.
Maximum Exhaust Gas Temperature:	650°C
D.C. Generator Electrical Load:	300 A. Max. continous

A.P.U. limited to ground operation only.

A.P.U. operation not permissible with aviation gasoline.

Airspeed limits

Maximum operating - Without fuel in tip tanks.

Vmo - Sea Level to	15,000 ft.	360 kts (CAS)
Mmo - Above	15,100 ft.	0.710 M

Maximum Operating - With fuel in tip tanks

Vmo - Sea level to	22,500 ft.	315 kts (CAS)
Mmo - Above	22,500 ft.	0.710 M

The following Vmo/Mmo limits are applicable when stability augmentation is provided per NOTE 16 and no fuel in tip tanks.

Vmo - Sea level to	19,400 ft.	360 kts (CAS)
Mmo - Above	19,400 ft.	0.765 M

Va (Maneuvering)

20,700 lb. gross weight	230 kts (CAS)
19,000 lb. gross weight	217 kts (CAS)
17,500 lb. gross weight	204 kts (CAS)
15,000 lb. gross weight	182 kts (CAS)
13,500 lb. gross weight	170 kts (CAS)
11,000 lb. gross weight	150 kts (CAS)

(Straight line variation between points given)

Vfe (Flaps Extension)

Takeoff (15°) and Approach (25°)	227 kts (CAS)
Landing (40°)	183 kts (CAS)

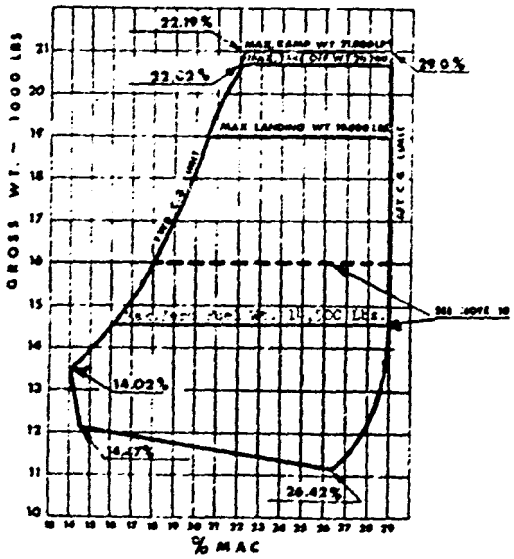
Vsb (Speed Brake Operation)

(Speed brakes may be extended and retracted at all speeds approved for flight).

V - Model 1123 (cont'd)

Airspeed limits (cont'd)	Vle and Vlo (Landing gear extended and operating speed		183 kts (CAS)
	Vmca (Minimum Control)	15° Flap	103 kts (CAS)
		0° Flap	110 kts (CAS)
	Tire Limit Ground Speed:		
	18 PR tire, 190 MPH embossed		165 kts
	16 PR tire, 200 MPH Embossed (See NOTE 20)		174 kts

C.G. range — Approved center-of-gravity range is as shown in following figure. (Gear extension and retraction moment is negligible).



Datum — Fuselage Station 0, located 365.2 in. forward of engine nacelle leading edge.

Mean aerodynamic chord MAC — 90.2 in., with leading edge at Fuselage Station 254.0

Leveling means — Longitudinally - Top Center Line of fuselage (constant section)
Laterally - Across Floor Beam - Inside Cabin Door.

Maximum weights

Takeoff weight	20,700 lbs. (See NOTE 20)
Landing weight	19,000 lbs.
Ramp gross weight	21,000 lbs. (See NOTE 20)
Maximum zero fuel weight	14,500 lbs.

(See NOTE 18 for Q.C. Cargo Version)

Minimum crew — 2 (pilot and co-pilot)

Maximum passengers — Ten (Limited by approved seating arrangement)
(See NOTE 18 for Q.C. Cargo Version)

Maximum baggage

Main Baggage Compartment	400 lb. at station 361.5
Rear Baggage Compartment (if installed)	250 lb. at station 453

(For Maximum loading in Cargo Configuration (Q.C.) See NOTE 18)
(For Maximum loading in unpressurized bag. Comp's (U.P.) See NOTE 21)

Fuel capacity (U.S. Gallons)

	Total	Usable	Arm
2-Main Tanks	545 each	537 each	286.7
2-Tip Tanks	115 each	113 each	282.2

(See NOTE 1 for data on system fuel).

V - Model 1123 (cont'd)

Oil capacity

2-Engine Reservoirs, at Station 400.0
Total : 4 qt. ea.
Usable: 3 qt. ea.
1-APU Reservoir, at Station 460 (See NOTE 17)
Total & Usable: 3.1 qt.
(See NOTE 1 for data on system oil).

Maximum operating altitude

45,000 ft. with crew only; 41,000 ft. with passengers.
18,500 ft. when operating with aviation gasoline.
25,000 ft. when Attitude Warning System is inoperative.

Other operating limitations

Aircraft shall be operated in accordance with the operating limitations specified in the CAA-Approved Airplane Flight Manual.

Control surface movements

Surface	Travel		Tolerance
Aileron	Up	12°30'	± 1
	Down	12°30'	
Aileron Trim Tab	Up	13°	+ 2° - 1°
	Down	15°	± 2°
Aileron Servo Tab	Down	26° (ail.full up)	(± 3°
	Up	28° (ail.full dn)	(
Rudder	Left	22°	(± 30'
	Right	22°	(
Rudder Tab	Left	11°30'	+ 2° (Rudder at
	Right	11°30'	- 1° neutral)
Elevator	Up	22°30'	(± 30'
	Down	12°	(
Horizontal Tail	Up	0°30'	± 10'
	Down	4°42'	± 10'
Flap	Down	40°	± 1°
Speed Brake/Lift	Up	45°	+ 3° (*)
Dumpers		- 1°	

(*) LH and RH surfaces to be symmetrical with respect to each other within ± 2°.

Manufacturer's Serial Numbers eligible

Eligibility - Aircraft for which Israel CAA Export Certificate of Airworthiness is issued.

Import requirements

A U.S. Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Civil Aviation Administration of Israel containing the following statement: "The airplane covered by this certificate has been examined, tested, and found to conform to the type design approved under FAA Type Certificate No. A2SW, and to be in condition for safe operation".

Certification basis

FAR 21.19 CAR 4b effective 31 December 1953 including amendments through 4b-11, 4b-12, paragraphs 4b.132(e), 4b.151(a), 4b.155, 4b.156, 4b.157, 4b.158, 4b.160, 4b.162, 4b.191, 4b.210(b)(5), 4b.603(k), 4b.711 and paragraphs pertaining to engine fire shielding.

SR422b effective 9 July 1959

SR450A effective 31 August 1962

FAR 25.771 per amendment 25-4 and 25.1001 per amendment 25-18

FAR 25.979 per amendment 25-11

Retroactive Requirements of FAR 25.2 adopted in amendments 25-15, 25-17, and 25-20.
FAR 36 effective 1 December 1969, including amendment 36-1.

Special Conditions specified in FAA letters 13 December 1963, 2 June 1964 and Special Conditions No. 25-37-EU-8 dated 16 November 1971, plus FAR 25.1309 per amendment 25-23 with respect to Reverse Thrust Installation.

Type Certificate No. A2SW, amended 8 December 1971 to add IAI Model 1123.

Date of Application for Type Certificate : 11 August 1961

Production basis: None.

Equipment: The basic required equipment as prescribed in the applicable airworthiness regulation (see Certification Basis) must be installed in the aircraft for certification.

See IAI Report 4450/4608 Master Equipment List CJ 1123.

In addition, the following equipment must be installed:

Attitude Warning System per IAI Dwg. 4813017 Electrical Wiring Diagram depicting:

Safe Flight Lift Transducer P/N C77701-1 Ref. IAI Dwg. 4823541
Safe Flight Control Shaker P/N C77702-2 Ref. IAI Dwg. 5533508
Safe Flight Signal Summing Unit P/N C77706 Ref. IAI Dwg. 5823179

VI - Model 1124 (Transport Aircraft) Approved 17 March 1976

The Model 1124 differs from previous models principally as follows:

Increased takeoff, landing, and zero-fuel weights
Turbofan Engines with higher thrust
Aerodynamic improvement:
Improved drooped leading edge, added dorsal fin, new pod and pylon shapes, new wheel well fairing and new flap settings
System improvements:
Engine instruments, fuel management system
Engine control, fire detection and extinguishing
New starting and generating system
New E.C.S. system
Modified fuel and hydraulic systems
Improved wheel tires, brakes and anti-skid
New cockpit arrangement
Long range fuel tank (optional)

Engines: 2 Garrett AiResearch TFE-731-3-1G Turbofan Engines (FAA TCDS E6WE-1)

Fuel: Conforming to Garrett AiResearch Spec. EMS53111 (Jet A), EMS53112 (Jet A-1), EMS53113 (Jet B & JP-4), EMS53116 (JP-5)
Aviation gasoline per MIL-G-5572D Grade 80/87, 100/130, 115/145 permissible as emergency fuel, when used per CAA-Approved Airplane Flight Manual limitation.

Fuel Additives - per NOTE 4.

Oil: Conforming to Garrett AiResearch Specification EMS53110, Class B.

Fuel control computer: 2 Garrett AiResearch Fuel Computer P/N 2101144-1.

VI - Model 1124 (cont'd)

Engine limits

Static Thrust uninstalled (Standard Day, Sea Level)
- Takeoff (5 min.) 3,700 lbs.
- Maximum Continuous 3,700 lbs.

Maximum Permissible Engine-Rotor Operating Speed (Continuous)
- Low Pressure Rotor (N1) 21,000 RPM (101.5%)
- High Pressure Rotor (N2) 29,692 RPM (100.0%)

Maximum Permissible Temperature
Interstage Turbine Temperature: (ITT)

Maximum Continuous °F (°C)	1625	(885)
Takeoff (5 min.) °F (°C)	1665	(907)
During Starting °F (°C)	1665	(907)

Oil Inlet Temperature:	Up to 30,000 ft.	Above 30,000 ft.
Fan Gear Box Inlet, Max. °F (°C)	260 (127)	284 (140)
Fan Gear Box Inlet, Max. 2 min. transient	300 (149)	300 (149)
Accessory Gear Box Inlet, Max. °F (°C)	300 (149)	315 (157)

Maximum Bleed and Power Extraction:
- Bleed - See Garrett AiResearch Installation Manual IM-8001
- Power - See IAI 1124 AFM

Airspeed limits

Maximum Operating:
With Auto-Pilot Disengaged:

Vmo - Sea Level to	15,100 ft.	360 kts (CAS)
Mmo - Above	15,100 ft.	0.710 M

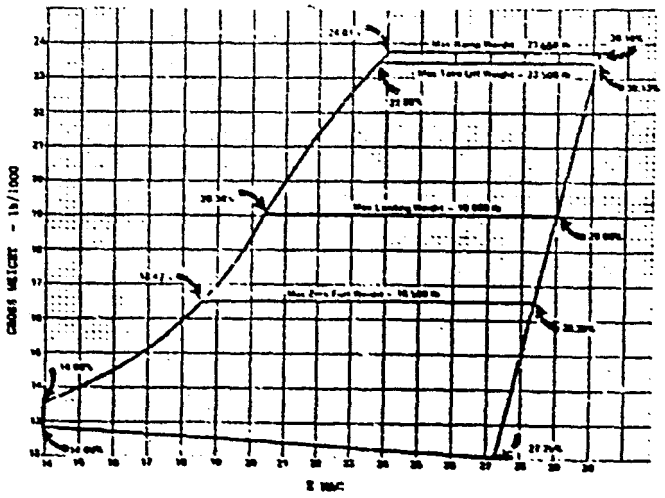
With Auto-Pilot Engaged - See NOTE 16

Vmo - Sea level to	19,400 ft.	360 kts (CAS)
Mmo - Above	19,400 ft.	0.765 M

Va (Maneuvering)	
20,700 lb. gross weight, and above	230 kts (CAS)
12,000 lb. gross weight	159 kts (CAS)
(Straight line variation between points given)	
Vfe (Flap Extension)	
Takeoff (12°) and Approach (20°)	252 kts (CAS)
Landing (40°)	183 kts (CAS)
Vsb (Speed Brake Operation)	
(Speed brakes may be extended and retracted at all speeds approved for flight).	
Vle and Vlo (Landing gear extended and operating speed)	183 kts (CAS)
Vmca (Minimum Control 12° Flap)	97 kts (CAS)
Tire Limit Ground Speed: 200 MPH Embossed	174 kts

C.G. range

Approved center-of-gravity range is as shown in following figure.
(Gear extension and retraction moment is negligible).



Datum

Fuselage Station 0, located 361.2 in. forward of engine nacelle leading edge.

Mean aerodynamic chord (MAC)

90.2 in. with leading edge of Fuselage Station 254.0

Leveling means

Longitudinally - Top Center Line of fuselage (constant section)
Laterally - Across Floor Beams - Inside Cabin Door.

Maximum weights

Ramp gross weight	23,650 lbs.
Takeoff weight	23,500 lbs.
Landing weight	19,000 lbs.
Maximum zero fuel weight	16,500 lbs.

Minimum crew

2 (pilot and co-pilot)

Maximum passengers

Ten (Limited by approved seating arrangement)

Maximum baggage

Main Baggage Compartment	820 lb. at station 356
Rear Baggage Compartment	250 lb. at station 453

Fuel capacity (U.S. Gallons)

	Total	Usable	Arm
2-Main Tanks	545 each	537 each	286.7
2-Tip Tanks	115 each	113 each	282.2
1-Long Range Fuel tank (if installed)	101 -	100 -	358.0

(See NOTE 1 for data on system fuel).

Oil capacity

2-Engine Reservoirs
Total: 1.5 U.S. gallons each Usable: 0.5 U.S. gallons each
(See NOTE 1 for data on system oil)

Maximum operating altitude

45,000 ft.
18,500 ft. when operating with aviation gasoline.

Other operating limitations

Aircraft shall be operated in accordance with the operating limitation specified in the CAA-Approved Airplane Flight Manual.

VI - Model 1124 (cont'd)

Control surface movements

Surface	Travel		Tolerance
Aileron	Up	12°30'	± 1°
	Down	12°30'	
Aileron Trim Tab	Up	13°	+ 2° - 1°
	Down	15°	± 2°
Aileron Servo Tab	Down	26° (ail.full up)	(
	Center	(ail.0°)	(± 3°
	Up	28° (ail.full dn)	(
Rudder	Left	22°	(± 30'
	Right	22°	(
Rudder Tab	Left	11°30'	+ 2° (Rudder at
	Right	11°30'	- 1° neutral)
Elevator	Up	22°30'	(± 30'
	Down	12°	(
Horizontal Tail	Up	0°	(+ 12'
			(- 0
	Down	5°12'	(+ 0
			(- 12'
Flap	Down	40°	± 1°
Speed Brake/Lift Dumpers	Up	45°	+ 3° (*) - 1°

(*) LH and RH surfaces to be symmetrical with respect to each other within ± 2°.

Manufacturer's Serial Numbers eligible

Eligibility - Aircraft for which Israel CAA Export Certificate of Airworthiness is issued. (See NOTE 23).

Import requirements

A U.S. Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Civil Aviation Administration of Israel containing the following statement: "The airplane covered by this certificate has been examined, tested and found to conform to the type design approved under FAA Type Certificate No. A2SW, and to be in condition for safe operation".

Certification basis

FAR 21.19 CAR 4b effective 31 December 1953 including amendments through 4b-11, 4b-12, paragraphs 4b.132(e), 4b.151(a), 4b.155, 4b.156, 4b.157, 4b.158, 4b.160, 4b.162, 4b.191, 4b.210(b)(5), 4b.603(k), 4b.711 and paragraphs pertaining to engine fire shielding.

SR422b effective 9 July 1959

SR450A effective 31 August 1962

FAR 25.771 per amendment 25-4

Retroactive Requirements for FAR 25.2 adopted in amendments 25-15, 25-17, and 25-20.

FAR 36 effective 1 December 1969, including amendment 36-8.

In addition the following FAR 25 paragraphs, up to and including Amendment 25-34, will replace the corresponding CAR 4b paragraphs: 25.831 thru 25.843, 25.901 thru 25.1203, 25.1305 and 25.1521, plus 25.1309 with respect to reverse thrust installation.

FAR 33.97 per amendment 33-3 and FAR 33.99

Special FAR 27 effective 1 January 1974

Special Conditions specified in FAA letters 13 December 1963 and 2 June 1964

Special Conditions No. 25-37-EU-8 dated 16 November 1971

Production basis	None.
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulation (see Certification Basis) must be installed in the aircraft for certification. See IAI Report 4450/9018 Master Equipment List Model 1124.
	In addition, the following is required: Model 1124 Aircraft Flight Manual - CAA-Approved dated 1 April 1976

VII - Model 1124A (Transport Aircraft) Approved April 17, 1980

The Model 1124A differs from previous Model 1124 as follows:

	Addition of winglets on the wing tip tanks New leading edge profile New Autopilot Collins FCS-80
Engines	2 Garrett AiResearch TFE-731-3-1G Turbofan Engines (FAA TCDS E6WE-1)
Fuel	Conforming to Garrett AiResearch Spec. EMS53111 (Jet A), EMS53112 (Jet A-1), EMS53113 (Jet B & JP-4), EMS53116 (JP-5)
	Aviation gasoline per MIL-G-5572D Grade 80/87, 100/130, 115/145 permissible as emergency fuel, when used per CAA-Approved Airplane Flight Manual limitation.
	Fuel Additives - per NOTE 4.
Oil	Conforming to Garrett AiResearch Specification EMS53110, Class B. ¦
Fuel control computer	2 Garrett AiResearch Fuel Computer P/N 2101144-1.
Engine limits	Static Thrust uninstalled (Standard Day, Sea Level) Takeoff (5 min.) 3,700 lbs. Maximum Continuous 3,700 lbs.
	Maximum Permissible Engine-Rotor Operating Speed (Continuous) Low Pressure Rotor (N1) 21,000 RPM (101.5%) High Pressure Rotor (N2) 29,692 RPM (100.0%
Engine limits (cont'd)	Maximum Permissible Temperature Interstage Turbine Temperature: (ITT)

Maximum Continuous °F (°C)	1625	(885)
Takeoff (5 min.) °F (°C)	1665	(907)
During Starting °F (°C)	1665	(907)

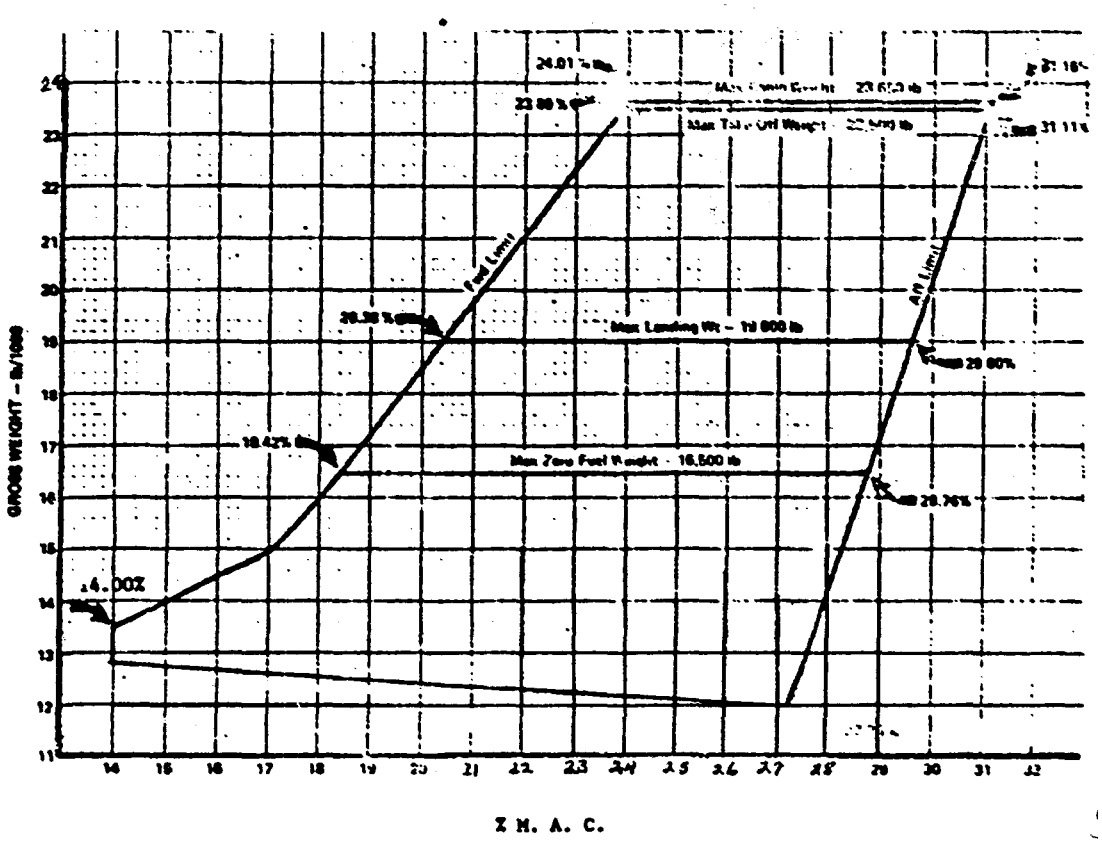
Oil Inlet Temperature:	Up to 30,000 ft.	Above 30,000 ft.
Fan Gear Box Inlet, Max. °F (°C)	260 (127)	284 (140)
Fan Gear Box Inlet, Max. 2 min. transient	300 (149)	300 (149)
Accessory Gear Box Inlet, Max. °F (°C)	300 (149)	315 (157)

Maximum Bleed and Power Extraction:
Bleed - See Garrett AiResearch Installation Manual IM-8001
Power - See IAI 1124A AFM

VII - Model 1124A (cont'd)

Airspeed limits	Vmo (Maximum operating) - Sea level to 19,500 ft.	360 KTS (CAS)
	Above 19,500 ft., reduce by 6 KT per 1000 ft. until 32,000 ft.	283 KTS (CAS)
	Mmo - Above 32,000 ft.	0.785 M
	Va (Maneuvering)	
	20,700 lb. gross weight, and above	230 kts (CAS)
	12,000 lb. gross weight	159 kts (CAS)
	Vfe (Flap Extension)	
	Takeoff (12°) and Approach (20°)	252 kts (CAS)
	Landing (40°)	183 kts (CAS)
	Vsb (Speed Brake Operation)	
	(Speed brakes may be extended and retracted at all speeds approved for flight).	
	Vle and Vlo (Landing gear extended and operating speed)	183 kts (CAS)
	Vmca (Minimum Control) 12° Flap	97 kts (CAS)
	Tire Limit Ground Speed: 200 MPH Embossed	174 kts

C.G. range — Approved center of gravity range is as shown in the following figure. (Gear extension and retraction moment is negligible).



Datum — Fuselage Station 0, located 361.2 in. forward of engine nacelle leading edge.

Mean aerodynamic chord (MAC) — 90.2 in. with leading edge at Fuselage Station 254.0

Leveling means — Longitudinally - Top Center Line at fuselage (constant section)
Laterally - Across Floor Beam - Inside Cabin Door.

VII - Model 1124A (cont'd)

Maximum weights

Ramp gross weight	23,650 lbs.
Takeoff weight	23,500 lbs.
Landing weight	19,000 lbs.
Ramp gross weight	16,500 lbs.

Minimum crew: 2 (pilot and co-pilot)

Maximum passengers: Ten (Limited by approved seating arrangement)

Maximum baggage

Main Baggage Compartment	820 lb. at station 356
Rear Baggage Compartment	250 lb. at station 453

Fuel capacity (U.S. Gallons)

	Total	Usable	Arm
2-Main Tanks	545 each	537 each	286.7
2-Tip Tanks	115 each	113 each	282.2
1-Long Range Fuel tank (if installed)	101	100	358.0

(See NOTE 1 for data on system fuel).

Oil capacity: 2-Engine Reservoirs
Total: 1.5 U.S. gallons each Usable: 0.5 U.S. gallons each
(See NOTE 1 for data on system oil)

Maximum operating altitude: 45,000 ft.

18,500 ft. when operating with aviation gasoline

Other operating limitations: Aircraft shall be operated in accordance with the operating limitations specified in the CAA-Approved Airplane Flight Manual.

Control surface movements

Surface	Travel		Tolerance
Aileron	Up	12°30'	± 1°
	Down	12°30'	
Aileron Trim Tab	Up	13°	+ 2° - 1°
	Down	15°	± 2°
Aileron Servo Tab	Down	26° (ail.full up)	
	Center	(ail.0°)	± 3°
	Up	28° (ail.full dn)	
Rudder	Left	22°	± 30'
	Right	22°	
Rudder Tab	Left	11°30'	+ 2° (Rudder at
	Right	11°30'	- 1° neutral)
Elevator	Up	22°30'	(± 30'
	Down	12°	(
Horizontal Tail	Up	30°	(+ 12'
			(- 0
	Down	4°42'	(+ 0
			(- 12'
Flap	Down	40°	± 1°
Speed Brake/Lift Dumpers	Up	45°	+ 3° (*) - 1°

(*) LH and RH surfaces to be symmetrical with respect to each other within ± 2°.

Manufacturer's Serial Numbers eligible: Eligibility - Aircraft for which Israel CAA Export Certificate of Airworthiness is issued.

Import requirements: A U.S. Airworthiness Certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Civil Aviation Administration of Israel containing the following statement: "The airplane covered by this certificate has been examined, tested and found to conform to the type design approved under FAA Type Certificate No. A2SW, and to be in condition for safe operation".

Certification basis

FAR 21.29 CAR 4b effective 31 December 1953 including amendments through 4b-11, 4b-12, paragraphs 4b.132(e), 4b.151(a), 4b.155, 4b.156, 4b.157, 4b.158, 4b.160, 4b.162, 4b.191, 4b.210(b)(5), 4b.603(k), 4b.711 and paragraphs pertaining to engine fire shielding.
SR422b effective 9 July 1959
SR450A effective 31 August 1962
FAR 25.771 per amendment 25-4.
Retroactive Requirements for FAR 25.2 adopted in amendments 25-15, 25-17, and 25-20.
FAR 36 effective 1 December 1969, including amendment 36-8.
In addition the following FAR 25 paragraphs, up to and including amendment 25-34, will replace the corresponding CAR 4b paragraphs: 25.831 thru 25.843, 25.901 thru 25.1203, 25.1305 and 25.1521, plus 25.1309 with respect to reverse thrust installation.
FAR 33.97 per amendment 33-3 and FAR 33.99
Special FAR No. 27 effective 1 January 1974
Special Conditions specified in FAA letters 13 December 1963 and 2 June 1964.
Special Conditions No. 25-37-EU-8 dated 16 November 1971.
FAR 25.672 Amdt. 25-23 because of lateral stability 4b.158.

Production basis

None

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulation (see Certification Basis) must be installed in the aircraft for certification. See IAI Report 4650/9018 Master Equipment List Model 1124A.

In addition, the following is required:
Model 1124A Aircraft Flight Manual - CAA Approved dated 1 September 1979.

NOTES:

NOTE 1.

(a) Current weight and balance report including list of equipment included in certificated empty weight and loading instructions must be in each aircraft at the time of original certification and at all times thereafter.
(b) The airplane must be loaded so that the C.G. is within the specified limits at all times.
(c) The weight of system fuel and oil as defined below and hydraulic fluid must be included in the empty weight of the airplane.

	1121		1121A & 1121B		1123		1124/1124A	
System Fuel	Gal.	Arm	Gal.	Arm	Gal.	Arm	Gal.	Arm
Unusable (drainable from tank-Drain and Fuel lines)	14.5	292	14.5	292	15.8	292	15.8	292
Undrainable fuel (trapped tanks and lines) - Total	3.3	297	3.7	297	3.7	297	3.7	297
Undrainable fuel (trapped in lines)	1.1	360	1.1	360	1.1	360	1.1	360
Unusable-Tip Tanks	-	-	-	-	3.4	285	3.4	285
Undrainable - Tip Tanks	-	-	-	-	negligible		negligible	
Undrainable - APU	-	-	-	-	negligible		-	-
Unusable (Drainable) Long Range Fuel Tank	-	-	-	-	-	-	1.0	358
Oil System	Gal.	Arm	Gal.	Arm	Gal.	Arm	Gal.	Arm
Unusable oil (drainable each engine)	.25	400	.25	400	.25	400	1.0	395
Undrainable oil (engines)	negligible		negligible		negligible		negiligible	
Unusable and Undrainable Oil - APU	-	-	-	-	negligible		-	-

NOTE 2. All placards listed in the FAA-Approved Airplane Flight Manual must be installed in the appropriate locations.

NOTE 3. Information essential to the proper servicing and maintenance of the aircraft is contained in Manufacturer's Maintenance Manuals.
Life-limited components and associated retirement times are presented in Chapter 27 of the 1123 Maintenance Manual and Chapter 5 of the 1124/1124A Maintenance Manual.

NOTE 4. Philips PFA-55MB anti-icing additive at a concentration not in excess of 0.15% by volume, or anti-icing additive consisting of 100% ethylene glycol monomethyl ether per MIL-1-27686E is approved and may be used in fuel for this aircraft. No fuel system anti-icing credit is allowed.

NOTE 5. Model 1121, Serial Numbers 3 through 120, excluding S/N 107, when modified as per Aero Commander drawing 6103006 is eligible for 17,500 pound gross weight and must utilize the applicable Model 1121 Airplane Flight Manual with the incorporation of the coded pages identified by the applicable Log of Pages furnished by the manufacturer.

NOTE 6. Model 1121, Serial Numbers 4 through 120, excluding S/N 107, when modified as per Aero Commander drawing 6753053 may be operated to 41,000 feet altitude (passengers) and 45,000 feet altitude (crew only) in accordance with the appropriate Flight manual.

NOTE 7. Model 1121, Serial Numbers 4 through 120, excluding S/N 107, when modified as per Aero Commander drawing 5653102 (overwing fuel system) will also be modified as per drawings 6753053 and 6103006 and will be designated as modified 1121A in accordance with Aero Commander drawing 6103007. The modified 1121A must utilize the model 1121A Airplane Flight Manual.

NOTE 8. Use Skydrol 500A or 500B hydraulic fluid only.

NOTE 9. Deleted.

NOTE 10. Deleted.

NOTE 11. Models 1121 1121A and 1121B per manufactured by Aero Commander Division of North America Rockwell Corporation under FAA Production Certificate No. 203.

NOTE 12. Model 1121 airplanes, when modified in accordance with Israel Aircraft Industries Ltd., drawing 33196 Rev. A, 13 September 1970, to incorporate the G.E. CJ610-5 engines must be operated in accordance with CAA Israel approved Model 1121 Airplane Flight Manual dated 31 August 1970 for the particular gross weight and altitude for which the modified airplane is approved. See the above IAI drawing for equipment list changes.

NOTE 13. Model 1121A airplanes, S/N 121 through 131, and modified Model 1121A airplanes, S/N 4 through 120, excluding S/N 107, (See NOTE 7) modified in accordance with Israel Aircraft Industries Ltd., drawing 33471, issued 13 September 1970, to incorporate the G.E. CJ610-5 engines must be redesignated as modified model 1121B airplanes in accordance with the instruction contained in this drawing. The modified model 1121B airplanes must be operated in accordance with the CAA Israel approved modified model 1121B Airplane Flight Manual, dated 2 September 1970. Model 1121B Equipment List, Aero Commander Report EG10-274 is applicable.

NOTE 14. The only two (2) model 1122 airplanes manufactured have been converted to model 1123 airplanes.

NOTE 15. All seats, although they comply with TSO-C39, must also be demonstrated to meet CAR 4b.358(c).

NOTE 16. Collins AP105 auto-pilot installed in accordance with Israel Aircraft Industries Ltd. Avionics installation top drawing 6853152 for model 1123 Aircraft Serial Number 152, and/or IAI Ltd. drawing CMA-70000 for all other model 1123 and 124 serial numbers, Vmo/Mmo-auto-pilot disconnect warning system in accordance with IAI Ltd. drawing 5823107, 4813017 for model 1123 and drawing 4813661 for model 1124 stabilizer trim-in- motion aural warning device in accordance with IAI Ltd. drawing 55734018 for model 1123 and drawing 5573515 for model 1124. Pilot's airspeed indicator marked in accordance with IAI Ltd. drawing 3883566 for model 1123 and drawing 3883615 for both models 1123 and 1124 aircraft.

NOTE 17. Model 1123 airplane, when modified in accordance with IAI Ltd. drawing CMA 95100 "Rear Baggage Compartment" or CMA 95200, shall have the APU Oil Reservoir at station 482.

NOTE 18. Model 1123 airplanes, when modified in accordance with IAI Ltd. drawing CMA 95200 "Quickly Convertible (Q.C.) Cargo Version", must be operated in accordance with the Israel CAA-Approved Airplane Flight Manual identified with pages coded Q.C. and shall be operated within following additional limitations:

- Maximum Zero Fuel Weight	16,000 lbs	
- Maximum Passengers	No passenger to be carried in Cargo Configuration	
- Maximum Cargo	Main Cabin - Bay A	1000 lbs Station 154
	Bay B	1200 lbs Station 194
	Bay C	1100 lbs Station 238

NOTE 19. Models 1123 and 1124 aircraft may be fitted with optional installations, comprising avionics, furnishing and other passenger conveniences, in accordance with Israel Aircraft Industries Ltd. top drawing CMA-10000.

NOTE 20. Model 1123 aircraft may be operated with 16 PR tire within the following additional limitations and in accordance with the Israel CAA-Approved Airplane Flight Manual.

- Maximum Weights	Takeoff Weight	20,500 lbs
	Ramp Gross Weight	20,800 lbs
	(Other weights the same)	

NOTE 21. Model 1123 airplanes when modified in accordance with IAI Ltd. drawings CMA 21.000-002 and CMA 22.000-001 with "Main and Rear Unpressurized (U.P.) Baggage Compartments" must be operated in accordance with the Israel CAA-Approved Airplane Flight Manual identified with pages coded U.P. and shall be operated within the following limitations:

- Maximum Baggage	Main Baggage Compartment	800 lbs. Station 356

NOTE 22. Model 1123 airplane when modified in accordance with IAI Ltd. drawing CMA 41000 "Thrust Reverser Installation" must be operated in accordance with Israel CAA-Approved Airplane Flight Manual including Supplement Number 9.

NOTE 23. Model 1123 when modified to model 1124 standard, in accordance with IAI Ltd. drawing 6103503-501, must be operated in accordance with Israel CAA-Approved model 1124 Airplane Flight Manual.

NOTE 24. Model 1124 or Model 1124A airplane when modified in accordance with IAI top drawing CMA 61012-501 "Long range fuel tank" - in the Main baggage compartment, shall be operated in accordance with CAA-approved Airplane Flight Manual Supplement No. 4 for Model 1124 or Supplement No. 1 for Model 1124A and shall be operated with the following additional limitations:

Maximum baggage	Main baggage compartment
If long range fuel tank is not installed	820 lbs.
If long range fuel tank is installed and full	150 lbs.
If long range fuel tank is installed but empty	540 lbs.

.....END.....